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# Airports and Seaports

The Bay Area has three major airports (San Francisco International Airport, Oakland International Airport and San Jose International Airport) and four major seaports (San Francisco, Oakland, Redwood City and Richmond). Airports and seaports are included in this report because

they serve as regional gateways and generate considerable ground traffic by cars, trucks and rail. Statistics on air passengers and air and marine cargo are presented to track changes in traffic generated by airports and seaports.

Air Passenger and Cargo Volumes Barely Budge in 2005; Both Measures Still Below 2001 Levels

- Passenger and cargo activity at Bay Area airports inched forward in 2005, with both categories recording growth rates in the 1 to 2 percent range. However, this is only the second time — 2004 being the first — since 2000 that both measures increased in any given year. Neither air passenger nor air cargo volumes have returned to the levels reached in 2000, before the collapse of the dot-com boom and the September 11, 2001 terrorist attacks.
- San Francisco International Airport (SFO) continues to process more than half the region’s air passengers, and saw a slight 2 percent increase in 2005 passenger figures. At San Jose International Airport, air passenger volume was essentially flat. Passenger levels at both SFO and San Jose International are still below 2001 figures, down 3 percent and 18 percent respectively.

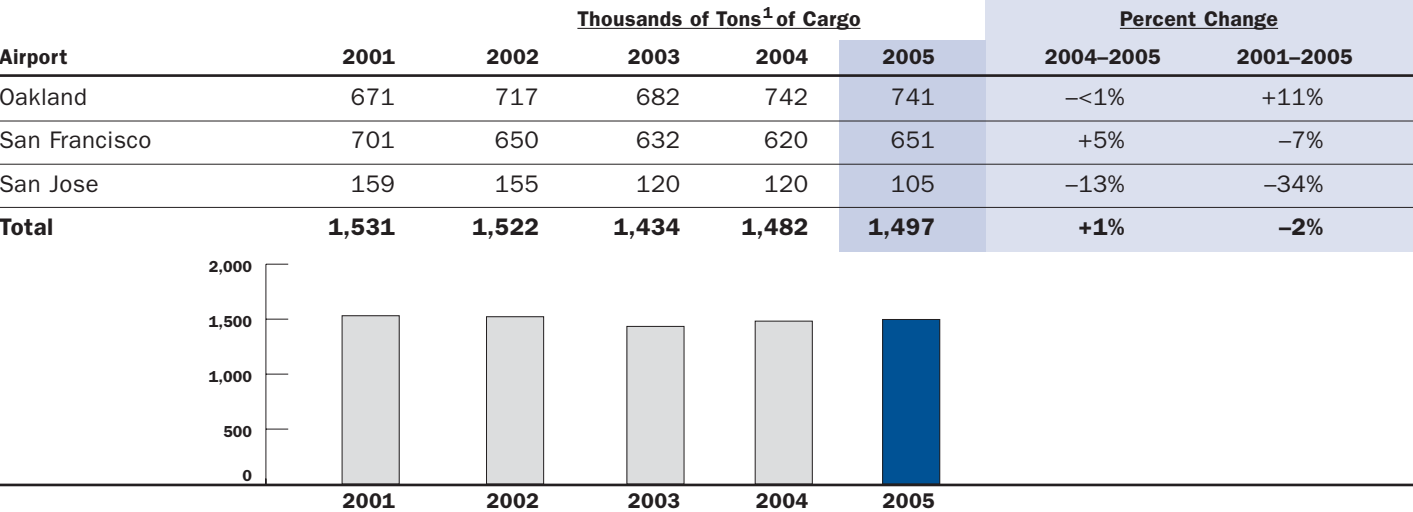
Air Passengers at Bay Area Airports, 2001–2005



Sources: Port of Oakland, San Jose International Airport, San Francisco International Airport.  
<sup>1</sup>Measured by enplanements and deplanements.

- Oakland International Airport has bucked regional and national aviation trends and has experienced a 26 percent increase in passengers since 2001. While 2005 saw a leveling off of passenger growth at Oakland International — an increase of only 2 percent — the airport now accounts for 25 percent of the regional air passenger market, compared to a 20 percent market share in 2001.
- Air cargo volume in the region grew by 1 percent in 2005, but is still 2 percent below 2001 figures. San Francisco International was the only airport to report a measurable increase in 2005, with volumes rising 5 percent. San Jose International continued its recent downward trend, losing 13 percent of its volume from 2004. Oakland International cargo activity held steady in 2005, but since 2001 Oakland's air cargo volumes have increased 11 percent. This has helped the region to nearly offset the 7 percent and 34 percent decreases at San Francisco and San Jose International Airports, respectively, over the same time period.

Air Cargo at Bay Area Airports, 2001–2005

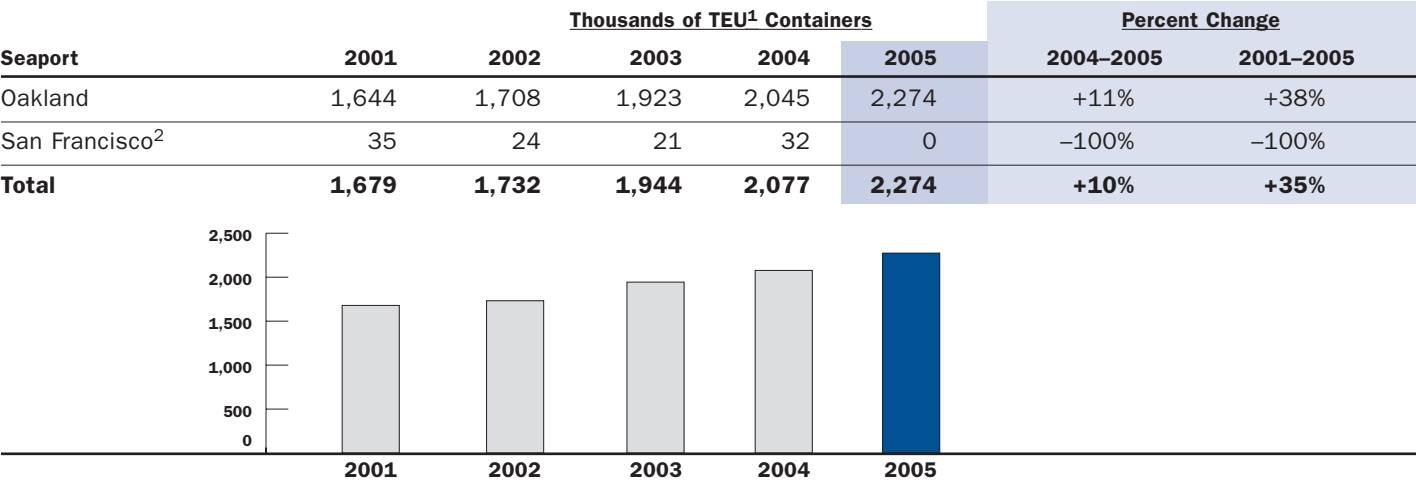


Sources: Port of Oakland, San Jose International Airport, San Francisco International Airport  
<sup>1</sup>One ton = 2,000 pounds

## Bay Area Ports Continue Strong Growth in Both Container and Bulk Cargo Sectors

- Bay Area ports continued to show strong growth in both container and bulk cargo in 2005, buoyed by the continuing boom in global trade. The ports of Oakland and San Francisco are focusing their investments and marketing efforts on their individual areas of strength. The Port of Oakland's strength is containerized cargo, while the Port of San Francisco is focusing on the bulk cargo sector. This approach appears to be paying off for the region, which saw increases of 10 percent for both container and bulk traffic in 2005.
- In the Bay Area, the Port of Oakland now accounts for 100 percent of the region's container cargo. In 2005, the Port of San Francisco stopped all container service, which had accounted for only a modest share of regional volumes in recent years. Conversely, container traffic at the Port of Oakland has surged 38 percent since 2001. Volume increased 11 percent in 2005, when the Port of Oakland processed nearly 2.3 million containers. Despite the loss of the Port of San Francisco's container service, the region saw a 10 percent increase in container volumes in 2005, and a 35 percent increase since 2001. Goods imported in containers include electronics, toys and cloth. Container exports, a key segment of the Port of Oakland's business,

Container Marine Cargo at Bay Area Seaports, 2001–2005



Sources: Ports of Oakland and San Francisco

<sup>1</sup>TEU = Twenty-foot equivalent

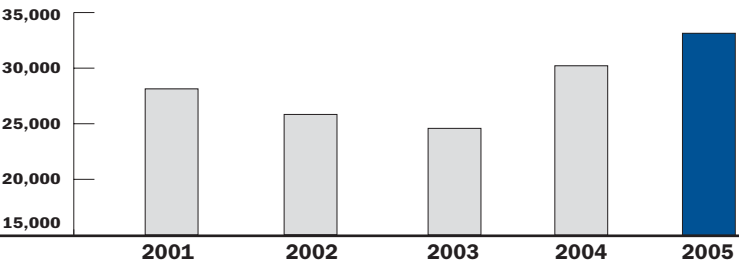
<sup>2</sup>San Francisco discontinued its container cargo operations in 2005.

include agriculture products, scrap metal, waste paper and electronics from the Silicon Valley.

- Bulk cargo volumes, which were more impacted than container volumes by the 2000 dot-com bust and the 2001 terrorist attacks, saw another solid year of growth, increasing 10 percent in 2005. Since 2001, bulk cargo volumes have increased 18 percent in the region, reaching over 33 million tons in 2005.
- The Port of Richmond, which handles roughly 84 percent of the region's bulk cargo, continued its strong growth, with volume increases of 10 percent in 2005. The primary Northern California entry point for oil and gasoline, the Port of Richmond handled nearly 28 million tons of bulk cargo in 2005, a 15 percent increase since 2001.
- The ports of Redwood City and San Francisco also saw growth in bulk cargo activity in 2005, with volume increases of 3 percent and 29 percent, respectively. The Port of San Francisco, with its renewed focus on break bulk services, has experienced an impressive 112 percent jump in volume since 2001, and is nearing the 2-million-ton mark. The Port of Oakland, which is focusing instead on container growth, saw a 12 percent reduction in bulk volumes in 2005, and a 34 percent reduction since 2001. However, these losses were more than offset regionally by bulk cargo growth at the other Bay Area ports.

**Bulk Marine Cargo at Bay Area Seaports, 2001–2005**

Seaport	Thousands of Tons <sup>1</sup> of Bulk Cargo					Percent Change	
	2001	2002	2003	2004	2005	2004–2005	2001–2005
Richmond	24,185	21,977	20,269	25,313	27,911	+10%	+15%
Redwood City	1,124	1,016	1,509	1,977	2,032	+3%	+81%
San Francisco	925	1,379	1,365	1,518	1,965	+29%	+112%
Oakland	1,901	1,445	1,441	1,424	1,257	–12%	–34%
<b>Total</b>	<b>28,135</b>	<b>25,817</b>	<b>24,584</b>	<b>30,232</b>	<b>33,165</b>	<b>+10%</b>	<b>+18%</b>



Sources: Ports of Oakland, Redwood City, Richmond, San Francisco

<sup>1</sup>One ton = 2,000 pounds  
Note: Bulk marine cargo also passes through the Port of Benicia, but in substantially smaller volumes than at the four largest ports.  
This report does not include data from the Port of Benicia.